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FRIDAY, JULY 31, 1908.

五拜禮

號一十三月七年七英曆

\$50 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,120,000

Head Office—YOKOHAMA

Branches and Agencies:

TOKIO. CHEFOO.
KOBE. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWOHANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 1 per cent. per annum on the Daily Balance.

On fixed deposit:—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "
TAKEO TAKAMICHI,
Manager.

Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,350,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$3,350,000
ABOUT MEX \$7,222,222

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREEDNEEDLE HOUSE, R.O.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4% per cent. per annum.
" 6 " 3% " "
" 3 " 2% " "

No. 9, Queen's Road Central,

Hongkong.

W. M. ANDERSON,

Manager.

Hongkong, 8th April, 1908. [25]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,525,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 1 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3% " "
" 3 " 2% " "

JOHN ARMSTRONG,

Manager.

Hongkong, 13th May, 1908. [29]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Calcutta. Hamburg. Hankow.
Kobe. Peking. Singapore. Tientsin.
Tientsin. Tientsin. Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
J. S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim Jr. & Co., Koeln.
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENTS.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN,

Manager.

Hongkong, 4th December, 1907. [30]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS " \$15,000,000

Head Office—HONGKONG

Branches and Agencies:

COURT OF DIRECTORS:
E. Shollin, Esq.—Chairman.
Hon. Mr. W. J. Gresson—Deputy Chairman.
K. G. Barrett, Esq.
O. R. Leemann, Esq.
C. G. R. Broderick, Esq.
R. Shewan, Esq.
G. F. Frieland, Esq.
Hon. Mr. H. A. W. Slade
O. S. Gubbay, Esq.
H. E. Tomkins, Esq.
W. Helms, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
MANAGER:
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 12 months, 4% per cent. per annum.
For 6 months, 3% per cent. per annum.
For 3 months, 2% per cent. per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 31st July, 1908. [32]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 2% PER CENT. per annum.

Depositors may transfer at their option balances of \$1000 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 13th January, 1907. [8]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000).
RESERVE FUND FL 5,750,000 (about £475,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Ponorogan, Tjilatjap, Padang, Medan (Deli), Palembang, Koi-Radi (Atjeh), Bandjarmasin.

Correspondents at Macassar, Boinbay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.
" 6 " 3% " "
" 3 " 2% " "

J. L. VAN HOUTEN,
Agent.

Hongkong, 16th July 1908. [36]

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS

TO EUROPE.

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & Co.
Agents.

Hongkong, 31st July, 1907. [47]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON

REMARKS.

SHANGHAI {DELHI } About 6th } Freight and
Capt. J. D. Andrews, R.N.R. } August. } Passage.

LONDON, &c., via usual Ports {MARMORA } 8th August, } See Special
Capt. G. H. C. Weston, R.N.R. } Noon. } Advertisement.

For Further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 31st July 1908. [9]

Intimations.

LANE, CRAWFORD & CO.

LARGE SELECTION

OF

BATH ROBES

FOR

LADIES & GENTLEMEN.

FOR

A MOST USEFUL WRAP

FOR

BATHING PARTIES.

Ladies' and Gentlemen's

BATHING COSTUMES.

LANE, CRAWFORD & CO.

Hongkong, 2nd July, 1908. [38]

V. O. S.

AND

EXTRA SPECIAL FINEST

LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 2nd July, 1908. [40]

THE SAVOY,

13, Queen's Road Central.

FIRST-CLASS GOODS

New Regal Shoes and Monarch

Shirts.

Outfitters.

W. B. Corsets.

Ladies' Shoes.

Embroidered Linen and Swatow

Drawn Work, &c.

Hongkong, 2nd July, 1908. [63]

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence.

Evening engagements for Dances and Concerts.

Apply to—
E. J. LOPES,
C/o Hongkong Telegraph Office,
Hongkong, 24th March, 1908. [57]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes
9.30 a.m. to 11.00 a.m. ... Every 15 minutes
11.00 a.m. to 12.45 p.m. ... Every 15 minutes
12.45 p.m. to 1.15 p.m. ... Every 10 minutes
1.15 p.m. to 1.45 p.m. ... Every 15 minutes
1.45 p.m. to 2.15 p.m. ... Every 10 minutes
2.15 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 8.00 p.m. ... Every 10 minutes

NIGHT CARS.
8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes
9.00 a.m. to 9.30 a.m. ... Every 30 minutes
9.30 a.m. to 10.30 a.m. ... Every 15 minutes
10.30 a.m. to 11.00 a.m. ... Every 10 minutes
11.00 a.m. to 12.00 noon ... Every 15 minutes
12.00 noon to 1.00 p.m. ... Every 10 minutes
1.00 p.m. to 2.00 p.m. ... Every 15 minutes
2.00 p.m. to 3.00 p.m. ... Every 10 minutes
3.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 8.00 p.m. ... Every 10 minutes

NIGHT CARS on Week Days.
8.45 p.m. to 11.15 p.m. every half hour.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 24th March, 1908. [57]

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND

THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "FATSHAN" 2,360 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,995 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

REDUCED SALOON RATES AT WEEK-END.
Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. \$5.00
Do. do. do. Monday do. \$6.00

CANTON-MACAO LINE.

S.S. "HOF SANG"

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 560 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSIONS TO MACAO.

On SUNDAY, 2nd August.

The Company's S.S. "HEUNGSHAN" will depart from the Company's Wharf at 9 A.M. Return from Macao at 3 P.M.

Machado's String Band will play selections of Music during the trip.

On MONDAY, 3rd August.

The Company's S.S. "SUI-AN" will depart from the Company's Wing Lok Street Wharf at 9 A.M. Return from Macao at 3 P.M.

FARE:—Usual Excursion Rates.
Ladies' Cabin Free. Staterooms \$1 extra each person.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wharf.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel. [6]

Hotels.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1908. [5]

CONNAUGHT HOTEL,

HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.
Bath to Every Room.

Hot and Cold Water Throughout.
Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—
THE MANAGER & AGENT

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single

Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appoint-

ments, Renowned Cuisine, Dark Room for Photographers. [Charges Moderate]

HENRY LUTZ,

MANAGER.

Hongkong, 16th July, 1908. [49]

Hotel.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Night.

A. F. DAVIES,

Manager.

Hongkong, 11th June, 1907. [4]

Intimation.

Wm. Powell, Ltd.,

Gentlemen's Department,
28, Queen's Road

Direct Importers
GENTLEMEN'S PANAMA HATS.

Smart and Exclusive NECKWEAR.

Specialists in Gentlemen's Hosiery.

Cool and Durable SINGLETS AND SHIRTS.

Latest Patterns in SOCKS.

Wm. Powell, Ltd.,
General Drapers, Furnishers,
Des Vœux Road,
and
28, Queen's Road, HONGKONG.

Notices of Firms

NOTICE

NOTICE is hereby given that HU WING, alias HU KING CHUEN, at one time Assistant Manager of the TUNG WING BURNING CO., No. 1, Central Market, has, as from the 6th July, 1908, ceased his connection with the Tung Wing firm.

The Undersigned will not be Responsible for any Debts or other obligation entered into by the said HU WING alias HU KING CHUEN, either in his own name or on behalf of the Tung Wing Butchery.

TUNG WING,
No. 1, Central Market.
Hongkong, 27th July, 1908. [704]

THE STATE FIRE INSURANCE CO., LTD.

HAVING been appointed AGENTS of the above Company, we are prepared to grant Policies against Fire on approved Foreign and Chinese risks at current rates of premium.

CRUZ, BISTO & CO.
Canton, 30th July, 1908. [714]

KOWLOON HOTEL.

NOTICE

THE Undersigned begs to Notify his Clients and the Public generally that he has acquired Mr. P. E. FRED STONE into PARTNERSHIP with him in the business of the above hotel as from 1st July, 1908, under the name and style of "OWEN, STONE & CO."

O. E. OWEN,
Proprietor.

NOTICE

MR. P. E. FRED STONE has the pleasure to inform his numerous Friends and Acquaintances (ashore and afloat) that he has joined Mr. O. E. OWEN as a PARTNER in the business of the KOWLOON HOTEL, as from the 1st July, 1908, under the name and style of "OWEN, STONE & CO."

He trusts that they will extend to the new Firm a Share of their patronage.

Hongkong, 13th July, 1908. [663]

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW,

the 1st August, 1908, at 3.30 P.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF JAPANESE CURIOS,

Comprising:—
KINKOSAN SATSUMA TEA SETS, VASES, BOWLS, PATES, MAKUDZU and various kinds of PORCELAIN WARE, LINEN, TEA and COFFEE SERVICES, SILK-EMBROIDERED BED and TABLE COVERS, GOWNS, SCREENS, GOLD and SILVER CLOISONNE WARE, BRONZE and BRASS WARE, &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 31st July, 1908. [713]

For Sale.

ALFRED HERBERT RENNIE, Deceased.

SALE BY PRIVATE TREATY.

THE TRUSTEE in BANKRUPTCY of the Estate of the above Deceased invites offers for the purchase by private treaty of the undermentioned property, viz:—

ALL THAT PIECE or PARCEL of GROUND situated at Victoria in the Colony of Hongkong containing an area of 19,500 square feet and known and registered in the Land Office as Inland Lot No. 1613 held under a Crown Lease for the unexpired residue of a term of 75 years from the 9th day of April, 1911, at the annual Crown rent of \$552 Together also with all that substantially built residence standing on the said Piece or Parcel of Ground, or on some part thereof known as "The First."

The residence is exceptionally well situated on an elevation close to the junction of the Magazine Gap and Bowen Roads and close to the Bowen Road Tram Station.

The House is a fine two-story building containing every modern convenience.

The Building contains large Basement and well arranged Laundry.

On Ground floor—Drawing Room, Billiard Room (full size) and Dining Room, Kitchen and other usual offices.

On First Floor—Two large Bed Rooms with Bath Rooms adjoining; Boudoir and Dressing Room.

The Out-buildings include Stabling and a Fine Swimming Bath.

The Out-offices and Coolie Quarters are conveniently situated and exceptionally well built.

The Grounds and Garden, which are well laid out, include a Grass Tennis Court and are large enough to allow for a considerable extension of the present buildings.

Offers to be sent to—
Messrs. JOHNSON, STOKES and MASTER,
8 Des Vœux Road Central, Hongkong,
Solicitors for the Trustee in Bankruptcy of the Estate of the late A. H. RENNIE, Deceased.

Hongkong, 10th June, 1908. [533]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES

AND
TOILET REQUISITES

FOR SALE.
12, D'ARQUER STREET,
HONGKONG.

Hongkong, 1st December, 1907. [18]

THE HANYANG IRON AND STEEL WORKS.

The first sod of the Hanyang Iron and Steel Works was broken under the auspices of Viceroy Chang Chih-tung of Hupah (now Grand Secretary) in the 16th year of H. M. Kuangsu, corresponding to the Christian year of 1890. It would not be uninteresting to mention here that the first lot of machinery and furnaces, which was ordered from England, by the above Viceroy, was intended to be put up in Canton, for he was then holding the viceregal chair of Liangkwan provinces, but as he was subsequently transferred to Wuchang, he directed the machinery to be sent to Hupah and considering the fact that the magnetic ore of Tsyeh is one of the richest in the world containing sixty to sixty-three of metallic iron, the late Viceroy was certainly fortunate and right in the final selection of this province for the erection of the ironworks, thereby leaving only a good coal mine to be desired in its vicinity to make it a place of perfection for manufacturing iron and steel. Unfortunately no suitable coal for making coke could be found in the whole province of Hupah, which fact was responsible for the difficulties encountered in the first stages. As to the site, the late Viceroy has often been blamed for choosing Hanyang, instead of Tsyeh, where the ore is, but he had his reasons, and it was only after careful deliberations that Hanyang, the present site, was decided upon. It must be remembered that it is still an unsettled problem even in Europe and America at the present day as to which is the most suitable location for ironworks, the market where you can have all the facilities and advantages that a market offers, or to be near the raw material, where you can have everything right at hand and cheap. After the arrival of the plant at Hanyang, it took fully three years to have it installed and in the course of installation, many additions were made, which were chiefly ordered from Belgium. When the Works was ready to operate, the late Viceroy was confronted with the difficulty of getting suitable fuel, especially coke, for the Blast Furnaces and although he spent many hundreds of thousands of dollars prospecting and opening mines all over the province, they all turned out to be failures, so coke had to be shipped from distant Europe and afterwards Kaiping. In the 22nd year of H. M. Kuangsu, an arrangement was made between the late Viceroy and Sheng Kung-pao that the latter was to take over the Works, as at the head of the China Merchants' Steam Navigation Co., and the Telegraphs then, he was deemed as the only man who could be entrusted with an enterprise of such a magnitude and what was more, the Tsyeh ore mine was previously discovered by him when he was still a young man prospecting mines with a foreign engineer in his service. After Sheng Kung-pao took over the Works, his first care was to exploit a rich coal mine and his object was realized in the discovery of the Pinghsiang coal field in the province of Kiangsi and bordering on Hunan, on which he then earnestly set to work at once with the result that the Pinghsiang coal mine is one of the most up-to-date coal mines of its kind on the surface of the whole globe. But also Sheng Kung-pao undoubtedly is, such a highly technical institution as an iron works proved to be a greater thing than he had bargained for. However, he struggled on, till he was about driven to despair, when he was told that the success of his undertaking was not beyond possibility, but that somebody must be sent abroad to make a thorough study of the industry, in order to introduce improvements into the plant then in existence and rectify the mistake previously made. Being a man of clear insight, he saw the wisdom of the timely suggestion, and, finally, about four years ago, decided upon the sending of the present General Manager of the Works, Mr. V. K. Lee, a native of Kiangsu, to make a trip around the world, visiting all the iron and steel industrial centres in America, England and on the continent of Europe. Mr. Lee was Assistant Manager of the Works before he went abroad and had taken great interest in his work. He brought with him all the raw materials and iron and steel made by the old plant and took as his technical advisers Mr. Thomas Hunt, M.I.M.E., who was formerly employed in the Kiangnan Arsenal and while there erected the steelworks in that establishment and was also at one time President of the Shanghai Society of Engineers, and Mr. Gustavus Leinung, M.E., the chief engineer of the engineering of the Pinghsiang Colliery. They together visited most of the leading ironworks in the United States and Europe on their trip and at the same time Mr. Lee had his raw materials and iron and steel products analysed and reported on by one of the foremost metallurgists of England, Mr. J. E. Soud, Member Medallist, recommended to him by the Secretary of the Iron and Steel Institute in London. The report was most favourable, so it was decided to order a thoroughly modern plant, which has now been erected on the old site and the Works is in a position to supply structural material of every kind for shipbuilding and architectural purposes and bridge work, besides rails and fastenings. All the steel is made by the Open-hearth (Siemens Martin) process, which the Works will be prepared to submit to tests in accordance with Lloyd's rules or those of the British Board of Trade or any other established rules. The new plant consists of three Blast Furnaces (one being under erection), which can make about 450 to 500 tons of pig iron a day, three Open-hearth Furnaces of thirty tons each, one old furnace of ten tons, one Metal Mixer of 150 tons capacity, one cogging Mill, one Beam and Angle Mill, one Plate Mill, one Gas Fire Soaking Pit for reheating ingots, etc., capable of rolling, say, 1,000 tons finished products a day of British Standard Sections, besides some other old mills, which are doing good service as auxiliaries side by side with the new Works machinery, so the only thing the Works has to do to attain such a large output is to put in

more Blast Furnaces and Open-hearth Furnaces. Some of the makers of the new plant are Davy Brothers of Sheffield, Lancashire Dynamo and Motor Co., Daniel Adamson & Co., Craven Brothers of Manchester, Roberts of Birmingham, etc., of England; Gebrüder Kuhn of Siegen, Dingsch's Maschinenfabrik of Zweibrücken, Becher and Koatman of Düsseldorf, Madel and Lueg of the same city and other well-known firms of Germany and Wellman-Seaver-Morgan Co., of America. In addition to the complete plant, the Hanyang Iron & Steel Works enjoys an almost inexhaustible supply of fuel and ore. It is estimated that the Tsyeh Mine by open digging only can supply one million tons of iron ore annually for a hundred years and the Pinghsiang coal mine one million tons of good cooking coal for five hundred years. As to facilities for transporting raw materials, Tsyeh has a line of railway about fifteen miles in length and Pinghsiang a line of six miles, both lines connecting with good waterways, by which the materials are then carried to the works by a steam lighter of about 1,000 tons, besides powerful tugboats, steel and other lighters. It would not be uninteresting to mention at this stage that the Hanyang Works, Pinghsiang Colliery and Tsyeh Mine have been formed by Imperial sanction recently into a joint-stock company. In regard to the number of men, the iron-works employs over 3,000, including a foreign staff of twenty with Mr. E. Ruppert as Technical Manager. In a word there is every prospect of this province becoming the Pittsburgh, Midlothian and Westphalia of China in the not very distant future. It would not be out of the way to state here that the two old Blast Furnaces now working make about 6,000 tons of different grades of pig iron a month which is principally converted into steel. Before concluding, it may be added that with the exception of the Rolling Mill, all the machinery is driven electrically and of course the Works is lit by electricity throughout. The electric generating plants is supplied by the Lancashire Dynamo and Motor Co., and Bellis and Morcom, while the meters for the German part of the machinery are from the Siemens-Schuckertwerke. By the time the Works has four Blast Furnaces, it is intended to use gas engines utilising the surplus gas of the Furnaces, thereby reducing the first cost to a considerable extent and generating electricity to supply the demand of neighbouring towns. Lastly it may be mentioned that another works—The Yangtze Engineering Works—partly capitalized by the Hanyang Iron and Steel Works and partly by prominent native merchants, has been established on the Hankow side for the construction of bridges, railway points and crossings, railway wagons, etc. Buildings are now being put up quickly on the newly acquired site below Seven Miles Creek and the necessary machinery plant has arrived and experts engaged. By the winter of 1908, the new Works is expected to be in full operation and will be one of the largest consumers of the mother works' products.

In addition it may be so extended to produce 800-900 tons finished products per day. The ironworks together with the Tsyeh and Pinghsiang Colliery employ altogether about 20,000 workmen. Besides there are in Hanyang an arsenal that makes Mauser rifles with cartridges and guns with projectiles and a smokeless powder and crucible steel factory with also Rolling Mills. All these establishments at Hanyang extend from the Yangtze River on the one side to the Han River on the other, a distance of several miles.—N. C. D. News.

Intimations.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID-UP\$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertaken and Executed.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 19th March, 1908. [48]

F. BLACKHEAD & Co.,
SHIP-DEALERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES, &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES
HONGKONG, 19th March, 1908. [4]

Intimation.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trademark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.
COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).
CLDBBROK, MAJOR & Co., Hongkong.

Consignees.

FROM NEW-YORK.

THE H. A. L. Steamship

"VANDALIA"
Captain Kierberg, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st prox., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 25th July, 1908. [700]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship.

"FRINZ-REGENT LUITPOLD,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th of August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th of August, at 9.30 A.M.

All claims must reach us before the 8th of August, 1908, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

THIS STEAMER BRINGS CARGO.

Ex S.S. *Feldmarschall* from Africa transhipped at Aden.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 28th July, 1908. [8]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 31st instant, will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 29th July, 1908. [712]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SUVERIC,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJIB AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 29th July, 1908. [19-20]

Consignees.

FROM EUROPE.

THE H. A. L. Steamship

"SLAVONIA,"
Captain Peter, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th prox., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 29th July, 1908. [711]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"NYANZA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 5th proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 29th July, 1908. [7]

For Sale.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE at their NEW FISH POINT. Storage will be Open at 10 A.M. and 2 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLAIN,
Manager.

Hongkong, 22nd June, 1908. [6]

THERAPION MAY NOW ALSO BE OBTAINED

IN DRAGON (TASTELESS) FORM.

A WONDERFUL DISCOVERY.

This is the age of reason, a time when the scientific method is being applied to all the sciences, and the discovery of the THERAPION is a most important one.

The THERAPION is a most powerful and effective remedy for all the diseases of the human system, and it is the only remedy of its kind.

It is the only remedy of its kind, and it is the only remedy of its kind.

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It is the only remedy of its kind, and it is the only remedy of its kind.

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Intimations.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

OUR AERATED WATERS

are guaranteed ABSOLUTELY PURE, being manufactured with the FINEST INGREDIENTS OBTAINABLE. These Waters are manufactured UNDER THE PERSONAL SUPERVISION OF ENGLISH EXPERTS.

The most up-to-date Automatic Plants and Appliances are employed, ensuring ENTIRE ABSENCE OF ANY FORM OF CONTAMINATION.

THIS SEASON'S SPECIALITIES

LIME FRUIT CHAMPAGNE, DRY GINGER ALE
in Splits.

Price \$1.20 per dozen.

Credit given of 60 cents per dozen for bottles returned in good condition.

WATSON'S FRUIT SYRUPS

Mixed with Aerated or plain water make

DELICIOUS COOLING DRINKS.

Guaranteed to be made from the PURE JUICE OF SOUND RIPE FRUIT.

A. S. WATSON & CO., LIMITED, HONGKONG, CHINA & MANILA.

Established 1841.

Hongkong, 18th July, 1908.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any returned M.S., nor to return any Contribution.

The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 31, 1908.

FOREIGN LOANS FOR JAPANESE COMPANIES.

A very timely article on the subject of foreign loans negotiated by Japanese industrial companies appears in a recent issue of the *Kobe Herald*, and if its strictures on those who maintain that foreign financiers are endeavouring to take advantage of Japan's need for floating capital are taken to heart a decidedly easier view of the situation will result. The question has apparently been agitating the English and vernacular press of Japan, because our contemporary quotes a number of newspapers which have been dealing with the matter of foreign loans. The discussion arose over the flotation of a French loan of two million yen for the Kanagawa Spinning Company on a 7 per cent. basis. One Yokohama paper, which may be described as a semi-official organ, remarked that "when two banks like the Mitsu Bishi and the Mitsu guarantee a loan, and when the borrower whose property is hypothecated is a firm of such importance as the Kanagawa Spinning Company, it seems pretty stiff that nearly 7 per cent. should have to be paid." The same journal, apropos of the Nagoya Municipal loan, takes occasion to declare that London's ignorance about Japan is quite interesting. "Only half a dozen people," it proceeds, "ever heard of such a place as Nagoya, and it is felt that if the public were asked to put up money for works at such a place they would regard it as a loan to Timbuctoo or some equally unknown district. Consequently London has definitely declined and the Nagoya Municipality is unable to raise even the ¥500,000 needed to pay for its initial undertakings." If it be a fact, comments the *Kobe critic* of these statements, that London has definitely declined the loan, we very much doubt if that fact is to be attributed to dense ignorance concerning the position of the fourth City of Japan. Even in London, there are

sources of information which financiers can draw upon without excessive difficulty, and if Timbuctoo made a satisfactory proposal for a loan it is not likely that it would be rejected on the score that the locality was "unknown." The Osaka *Mainichi* elaborates the idea that the terms of the loan were "very stiff" and quoted Mr. Asabuki, an adviser to the Kanagawa Company, as justifying the term on the ground that, although the rate of interest abroad has fallen a little, foreign capitalists are somewhat anxious as to the financial policy of the Japanese Government and an anticipating the raising of Government railway loans before long, with the result that it is impossible for private companies to float loans at low rates, but it is unable to accept this explanation as satisfactory. In support of its view the *Mainichi* proceeds to quote a number of figures as to the prices of Japanese bonds abroad and the terms obtained for various recent foreign issues. We need not follow the verbiage of the *Mainichi* into the maze of figures which it presents, but rather show how the *Kobe paper*, which is invariably a strong partisan of Japanese affairs, deals with the arguments of its contemporaries. It observes that a loan, at 7 or 7½ per cent, inclusive of all charges, certainly does not appear to be a bad bargain for a concern which is paying dividends of 16 per cent on its existing capital, and looking at the matter from a more general point of view, the interest paid does not seem an extravagant amount for the European investor to look for, from what, as far as private undertakings are concerned, is practically a new field of investment. After all, the European capitalist, with the numerous openings for his money which lie before him, cannot be expected to invest his funds in a land which is still at an elementary stage of industrial development, and where the financial position is, it may be said, of it, somewhat unsettled, unless—here has the inducement of a reasonably good return for his money. Yet, in some quarters in Japan, there seems to prevail an impression that funds ought to be obtainable abroad at rates which domestic capitalists are not willing to accept, even if the money can be obtained here at all. Such an attitude is calculated to throw doubts on the sincerity of the expressed desire for the introduction on a large scale of foreign capital, while it gives colour to the complaint, often heard from foreign financiers, that it is almost impossible to get Japanese to agree to terms of a fair and reasonably remunerative kind. If the country really desires the assistance of foreign capital in developing its industries and natural resources, it cannot too soon get rid of the idea that the Western money market is a philanthropic institution which can be expected to supply money at rates much below what the home investor considers a reasonable return. Such advice as that tendered by the *Herald* may not be very palatable, but it is well that there is at least one paper which is prepared to outline the facts of the situation for the benefit of its constituents. In doing so it performs a service to the country and fulfils its proper function as a friendly counsellor. How the Japanese can imagine that London financiers are prepared to grant similar terms to Japanese companies as they do to English concerns is difficult to understand. Investors in the Far East stocks never expect less than a return of 7 or 8 per cent, and they are seldom content with a dividend on that basis, whereas an investor in English industrial shares is usually satisfied with a modest 4 or 5 per cent, which is assured. The conditions in England and Japan will not bear comparison in the matter of investments and it is only curious that the Japanese should feel irritated at any apparent discrimination against them.

LOCAL AND GENERAL.

THE pupils of St. Joseph's College have contributed a sum of \$150 to the Flood Relief Fund of the Tung Wa Hospital.

NEWS reaches Tokyo to the effect that the Chinese Government has declined a concession applied for by the German Government for the construction of a dockyard on the coast of Shanghai province.

By falling a distance of some fifty odd feet a bricklayer named Chan Fung was killed by his fall yesterday. Chan was working on the top floor verandah of 38, Third Street, West Point, yesterday afternoon, when he slipped and fell to the street. He landed on his head. Death was instantaneous. Deceased was about thirty years of age, and resided in Wing Sing Street.

The enterprise which has been displayed by Mr. A. Fong in photographing the effect of the typhoon not merely in Hongkong but also in Yau-ma-tei and Mongkok is worthy of all praise. We have received several examples of his work and it is no fulsome praise to say that the photographs give a far more vivid idea, especially to people in England, of the disastrous character of the storm than could be given in writing. It is a pity that we have few or no examples of the damage sustained by the vessels which went ashore at Stonecutters, and not a single one of the predicament of H.M.S. "Whiting," but Mr. Fong should surely overcome these difficulties. Some of these photographs, which should be sent home in company with the completed report in the mail, edition of the *Hongkong Telegraph* are certain to be published in the London papers.

The Typhoon

H.M.S. "WHITING."

The position of H.M. destroyer *Whiting* on the rocks at Lyseum is no worse than at last report, and every hope is entertained that the dockyard officials will be capable of refloating the destroyer which will be rendered serviceable again after the needed repairs. The naval authorities have not all the gear that is required to tackle the job successfully and expediently considering the special character of and the unusual difficulties attending the salvage operations. Recourse has had to be taken to obtain the loan of certain appliances from the Dock at Kowloon. Another attempt will be made to raise the *Whiting* at mid-night, and it is hoped that the arduous work put in by the salvage party will be rewarded with success. Failing the refloating of the destroyer to-night, the task will have to be unavoidably delayed, as from to-morrow there will be a steadily falling tide until the 10th August, when the water will enable the resumption of operations.

THE S.S. "POCAHONTAS."

The above remarks concerning the tidal conditions as a factor affecting the salvage of the stranded vessels apply equally well to the *Pocahontas* on the beach in Stonecutters Island. The position in which she lies is such that divers experience the utmost difficulty in venturing at the rear of the hull of the vessel. Lighters can only moor alongside to starboard, while the injuries on the port side are difficult to get at by the operators under water.

THE "YING YING" WRECK.

The two Tung Wa launches that were cruising the waters of Castle Peak Bay in pursuance of their benevolent duties in recovering the dead bodies returned last night. One came back about eight o'clock followed by the second at 11 p.m. For the day the two launches accounted for the recovery of 52 corpses, thirty-four being men and 19 women. Three out of the total number which were picked up in Capasium were a very advanced stage of decomposition, so advanced, indeed, that they were minus the limbs and altogether beyond recognition. These three corpses could not possibly have belonged to the wreck of the *Ying King*.

In their cruise the launches proceeded to Chek Wan and steamed as far out as Tai Shan. Every bay along the coast was visited and a careful search made. The photographing of all the corpses was done by a Fong, the direction of the work devolving upon Mr. She Tai Tsai, commander of the Hongkong, Canton and Macao Steamboat Co., Ltd. who is a director of the Tung Wa committee.

Early this morning, Messrs. Chee Shek Yee and Shiu In Lai, Tung Wa directors, again proceeded on an errand of benevolence to Pillar Point. They left at 7 a.m. by the Chartered launch *Kwong Sing*. At 9.30 a.m. the steam-launch *Tung On* followed with Mr. Pan Sam on board to direct operations.

FLOATING CORPSES.

It is reported that as the s.s. *Sui Tai* was approaching Hongkong from Macao this morning, several dead bodies, put approximately at five, were seen floating on the water near Castle Peak Bay, where, it may be remembered, the s.s. *Heungshan* was stranded in the typhoon of 18th September, 1906. Later on, one of the Tung Wa Hospital's launches proceeded to the scene to pick up the corpses, which are most probably the victims of the *Ying King* wreck.

THE FATE OF CAPT. PAGE.

A search has been made to find the captain of the steamer *Ying King*, but without any result. Yesterday, Inspector Langley, head of the Water Police Station, made a thorough search in the waters in and around Castle Peak Bay, and as far down as the Tai Shan Customs Station, for Capt. Page, but as we have said before, the search ended fruitlessly and the police launch returned to Hongkong.

SAFETY OF THE "TAK HING."

It will be good news to those who felt any concern for the safety of the s.s. *Tak Hing* (Capt. Everett) to know that the vessel is safe and sound. She took the ground on the morning of the typhoon, at a place called *Lan Tin*. Upon learning of her plight, her owners in Hongkong, Messrs. Tai Yip & Co., despatched the steamer *Shun Lee* to her assistance. The passengers, cargo, and passengers' luggage aboard the *Tak Hing* were transferred to the succouring vessel. Thus lightened the *Tak Hing* floated off for the first time, and as she did not make any water she proceeded to Kongmum where she was bound from Hongkong in company with her convoy, the *Shun Lee*. The *Tak Hing* arrived at Hongkong yesterday. She resumes her run on the Hongkong-Kongmum line to-night. A circular in Chinese issued by the steamer's owners announces the fact of the vessel's safety. Her hour of departure to-night is 11 p.m.

THE LIGHT HOUSES.

The statement made by the Harbour Master at the meeting of the Legislative Council yesterday, that the lighthouses were not damaged by the typhoon of the 28th inst. was received with applause. At the earliest possible moment the Hon. Com. Basil R.H. Taylor directed relief to be effected at the different light stations. He also commissioned the tender *Shanley* to ascertain the condition of Gap Rock lighthouse communication which was interrupted during the typhoon through the land line giving way. The *Shanley* called at Cape Collinson first and then proceeded to Waglan and Gap Rock. Between the two last mentioned places the tender came across three large fishing junks; they were water-logged. The *Shanley* was brought alongside each one in succession. An examination was made for any member of the crew that might perchance be on board, but as none could be seen a hole was cut into the side to discover if any member of the crew should happen to be imprisoned in the hold. Nobody was seen. Several small water-logged sampans were also seen with their crews abandoned. The *Shanley*

spoke several fishing junks with a view of offering assistance if any was needed, but none of the latter were in distress.

A landing was made at Waglan. The lighthouse weathered the storm without any special incident to relate. Only the sentry-box was slightly damaged. The box is used by the men when they have to stand by the gun and charge it for the fog signals. At the height of the storm the box was bodily lifted by the force of the wind and carried over to the north-west side of the island.

Strange to relate, docks fog prevailed at Waglan on the 29th inst. necessitating the firing of the gun from 3 a.m. that day. The fog cleared at about noon.

At Gap Rock the keepers experienced some discomfort in the flooding of their quarters. The huge seas that dashed against the rock caused the water to get into the men's quarters. The keepers had a task of bailing the water out as soon as it was getting in. The telegraphic communication with Hongkong parted at 12.55 a.m. on Tuesday, the 28th inst.; the interruption is believed to be due to the Hongkong land wire collapsing. Hitherto a difficulty in securing the maintenance of the service was found in the end of the line wearing out by friction against the rock. To make good this defect sinkers will be laid so as to keep the line steady. Two bolts and a clamp will keep the wire to the sinkers when they are let down. The Public Works Department are having the job in hand and junks will be employed to do the work at Gap Rock.

The first relief to reach the Rock after the typhoon was on Wednesday at 2.30 in the afternoon.

YAU-MA-TEI.

Later reports have been received by the police from the various out-stations of the loss of more lives and the wrecking of more junks.

At Yau-ma-tei, report was made yesterday to the effect that five junks and four sampans were dashed to pieces on the foreshore at Mong-ko. The number of lives lost in these wrecks was twelve, half of whom were women and children.

During the afternoon of yesterday, two dead bodies were picked up on the foreshore at Yau-ma-tei.

WATER POLICE.

In the waters of the Colony, no less than fourteen dead bodies have been recovered by the Water Police.

SAN-SHUI-PO.

On the beach at S-m-shui-po, three dead bodies were washed up.

CHING CHAU.

Last evening, a report was made at the Cheung Chau police station, that three fishing junks had perished in the storm, and the entire crew, numbering sixteen in all, had met a watery grave.

AU TAU.

On the beach in this locality, twenty-one bodies, five of whom were women, were recovered by the police, and buried.

THE "YING KING" WRECK.

A quantity of wreckage belonging to a small steamer was washed ashore on Au Tau beach yesterday. The wreck is believed, probably, to be that of the steamer *Ying King*.

SHATIN.

The only report received from Shatin this morning read: One more house collapsed, but no lives lost.

ABERDEEN.

A deep-sea fishing junk, with a crew of some sixteen persons on board, foundered during the gale in the vicinity of Aberdeen. The only survivor—a sailor—who made the report at Aberdeen Police Station yesterday, says that fifteen of the crew went down with the junk.

TYPHOONS IN CHINA SEA.

The American Consul General received the following Typhoon Warnings from the Manila Observatory at 9 p.m. yesterday: "July 30, 1908, at 9.30 p.m. Cyclone or typhoon E. of Luzon—less than 300 miles distant. Moving N.W. Cyclone or typhoon over N.E. China Sea, direction unknown."

THE DEATH-ROLL.

With much care, and from the particulars supplied by the police at head-quarters, a table has been prepared, showing the number of persons killed, missing, and injured. This table cannot be stated as being complete, as there are more bodies being recovered almost hourly. In the list, which we give below, the figures account for men, women and children. The list is appended:—

	Injured	Missing	Killed or Drowned
	Europeans, Chinese, Chinese, Europeans, Chinese.	Chinese, Chinese, Chinese, Chinese.	Chinese, Chinese, Chinese, Chinese.
Central	—	—	—
Wanchai	—	—	—
West Point	—	—	—
Yau-ma-tei	53	10	40
Pokfulum	—	—	—
Hungsham	—	—	—
Chung Chau	—	6	45
Shau-ki-wan	6	13	24
Aberdeen	—	5	18
Water Police	—	6	22
Tai O	—	—	5
Sha Tau Kok	—	—	—
Kowloon City	—	—	—
Au Tau	—	—	—
	2	61	35

FIVE HUNDRED BUILDINGS COLLAPSED OR DAMAGED.

RELIEF MEASURES PLANNED.

(From Our Own Correspondent.)

Canton, 30th July.

Further reports from the police stations give additional number of houses that collapsed or sustained damages during the typhoon of the 28th inst.

Inside the City, in the wards of the Nos. 2, 5, and 6 police stations, no fewer than eighty houses suffered more or less damage and about half a dozen persons were injured. In the Western suburb, in the wards of the Nos. 1, 2, and 3 police stations, the damage on houses property was considerable. Seven houses in the neighbourhood of the Lo Shui Tsuen, which

collapsed and many others were seriously damaged and so far about a dozen persons in these wards are reported to have been injured. In the Eastern suburb, in the wards of the Nos. 4 and 5 police stations, some twenty houses at least suffered damage.

So far as it is ascertained, in the city of Canton there are in all probability no fewer than five hundred buildings that have either collapsed or sustained damages during the accident.

In consequence of the typhoon the Central Relief Committee held a meeting yesterday. There were present over two hundred people and among them there were present the delegates from Hongkong of the Relief Committee. The Kwangchow Prefect Chan occupied the chair. The resolutions passed at the meeting were to the following effect:—It is necessary to ascertain the number of the native craft that sank or were wrecked in the harbour, so that compensation be given them according to the extent of their respective damages.

Food should be distributed to the sufferers and matbeds be erected in three different centres as temporary accommodations for them. The prefect stated that the Viceroy has granted a sum of 10,000 taels to be appropriated from the Shan Hou Chu, and handed to the Relief Committee for the relief of the sufferers. A quabot should be at once despatched to cruise in the vicinity of Tai Shan for the purpose of recovering any dead bodies that were drowned in the ill-fated s.s. *Ying King*. The Hongkong Tung Wah Hospital should be requested to co-operate with the local relief committee in the relief work.

VICEROY'S SYMPATHY.

His Excellency Viceroy Chang has shown great sympathy with the unfortunate members of the host population who are now left entirely destitute. Besides sending officers on board of steam launches to rescue the poor people when the typhoon was at its height H. E. has now specially instructed the Shan Hou Chu officials to appropriate whatever sum of money available from the Chu and to do their best in aid of the sufferers. The magistrates of the different districts have also been instructed to each report as soon as possible whether the typhoon had visited their respective districts and, if so, to state the amount of damage sustained.

LOSS BY THE "YING KING."

It is ascertained that among the casualties in the loss of the s.s. *Ying King* there are two Canton gentlemen, one named Fong Shin Tieg and the other Ko Chi Yuen. Both of them were members of the board of directors of the Canton-Hankow Railway Company, and they were on the trip by that vessel to Hongkong on the Company's business on the evening of the 27th instant when they met their deaths in the wreck of the steamer.

DAMAGE AT FATSHAN.

A letter from Fatshan stated that the typhoon visited that town at 7 o'clock in the morning of the 28th instant. It caused destruction to property ashore greater than to shipping. It was estimated that over a hundred houses have sustained more or less damage and three lives were lost and about ten persons injured. The gardens with fruit trees, such as lung-nan, oranges, etc., were all ruined. The river then rose two feet high, but no serious damage was done to the native craft there except to a few of the sampans.

JAPAN'S FOREIGN TRADE.

EFFECT OF THE CHINESE BOYCOTT.

The total amount of foreign trade for the first six months of the year was ¥466,050,000, showing a decrease of ¥36,158,000 compared with the corresponding period of last year. Of this the exports totalled ¥173,090,000, a decrease of ¥23,920,000 on last year, and the imports ¥292,960,000, which also shows a fall-off of ¥11,680,000 as against 1907. Commenting on this, the *Hochi* writes that the result of the trade for the first half of the year still shows a considerable preponderance on the side of imports, which has greatly increased the business depression. It is usual for Japan's export trade to become brisker during the second six months of the year, and some people entertain optimistic views as to the future, but our contemporary thinks it is doubtful whether exports during this period would be sufficient to make up for the excess of imports that occurred in the first half-year. The adverse conditions of the economic situation at home and abroad combined have made trade very dull, and the fall in the quotations of silver and copper, together with the Chinese boycott, have also conducted to bring about this result, but perhaps the principal cause may be found in the rise in the price of commodities all over Japan.

So long as the prices of general commodities are not brought to a still lower level, the prosperity of foreign trade can hardly be expected, and for this reason the trade outlook of the second half of the year is not as promising as is believed by some. Apart from unfavourable conditions abroad which are beyond the control of Japan, measures should be taken to lower the prices of commodities in the country, in order that exports may be encouraged and imports restricted. It is true that the prices of general articles have been falling for some months past, but generally speaking they are still too high to produce any appreciable increase of the export. The process of trade recovering its normal condition will be necessarily slow and gradual, for the present condition of finance does not allow the withdrawal of a large amount of convertible notes. The amount in circulation at present is more than 300 million yen and probably it would be very difficult to reduce this still further, for which reason, concludes the *Hochi*, the fall in the prices of commodities to any material degree can scarcely be expected in the near future, and on trade recovery is likely to be realised during the current six months.

High tariffs and heavy taxation have a good deal to do with the price of commodities, and the amount of convertible notes in circulation is a factor of great importance.

REPAIRING TRANSPORT "SEWARD."

KEEN COMPETITION BETWEEN FAR EASTERN SHIPYARDS.

SHANGHAI DOCK CO. THE SUCCESSFUL BIDDER.

(From Our Own Correspondent.)

Manila, 27th July, 1908.

The management of the Shanghai Dock and Engineering Company, Limited, have secured another feather to their cap at the expense of Hongkong. Last week, I telegraphed to you that they were the successful bidders for the construction of eight steel barges for the Philippine Government. To-day, I am in a position to advise that the Shanghai Dock and Engineering Company, Limited, has been awarded the contract for repairing the inter-island transport *Seward*. The contract includes also extensive overhauling of this vessel. For some time past, specifications have been issued for the *Seward* ship-repairing yards for the work required on the *Seward*. These specifications run into several pages of foolscap. As the work is of an extensive character and the cost would run into a big figure, it was fully believed that competition to secure the contract would be very keen indeed. Such has proved to be the case. Leaders were opened at the offices of the military government by the Chief Quartermaster of the division on the 25th instant. Four tenders were received, viz., from Hongkong, Shanghai, Singapore and Manila, one each from these four places.

On the recommendation of the Chief Quartermaster, the award of the contract was given in favour of the Shanghai Dock and Engineering Company, who are the lowest bidders. It is thus seen that, within the month, Shanghai has secured orders from the Philippine Government in the ship-building line to the value of over \$300,000 Mexican. It is not certain when the *Seward* will be leaving for the China port, but a probable date mentioned is the 15th of September. The transport is expected to be in dockyard hands for fully two months, for the work required to be done is of an extensive character.

I subjoin the various bids in detail:—
Shanghai Dock and Engineering Co., Ltd., \$37,500 gold.
Hongkong and Whampoa Dock Co., Ltd., \$11,875 gold.
El Varadero de Manila, \$4,920 gold.
Tanjong Pagar Dock Board of Singapore, \$4,632 gold.

It will be seen from the foregoing that Singapore is again hopelessly out of the running with its bid equalling nearly twice as much as its Shanghai rival, who was awarded the contract.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

"KINGSCLERE"

To the Editor of the "Hongkong Telegraph."

Sir,—This appears to be a general impression, from reports in the newspapers and other sources, that the recent typhoon damage to Kingsclere caused by the fall of a chimney has rendered the greater part of the building dangerous. As a matter of fact, the chimney fell into the roof of what was originally one large bedroom and dressing room, but was subdivided into three bedrooms. The damage is confined to these three rooms which are on the top floor, and although the bricks, tiles and beams weighed many tons, the floor, being built of steel and hard wood, was equal to the occasion and now the rubbish is cleared away we find that there is scarcely a floor board broken. To think for a moment that this accidental fall of a chimney in one part of the building, which has proved to have only broken in the roof, should render any other part of the building unsafe, is absurd. As a matter of fact, any one seeing the massive walls and columns of the building and being told that all the floors are constructed with steel girders and beams would understand that the very fact of a floor being able to bear the weight of such a mass of broken material proves how strong the building is.

Yours faithfully,
DEN SON, RAM AND GIUUS.
Hongkong, 31st July.

STABBING AFFRAY AT YAU-MA-TEI.

TROUBLE CAUSED OVER MONEY MATTERS.

Battery Street, Yau-ma-tei, was the scene of a serious stabbing affray yesterday. Li Kan, a coolie, about thirty years of age, was sent to the Government Civil Hospital, by Inspector McHardy, in a critical condition. He was suffering from a knife wound in the back. His alleged assailant, a man named Chan Mok, is under arrest.

At about four o'clock yesterday afternoon, the two men went to Battery Street, and quarrelled over some money, which Li Kan is supposed to owe Chan Mok. The quarrel did not last long before both men clashed. During the fight Chan Mok, it is asserted, drew a sharp knife and drove the blade into the other man's back, doing severe injury. The injured man fell to the ground, and Li Kan was about to make his escape when he was seized by a number of men and handed over to the police.

At the Police Court, this morning, the accused was charged before Mr. J. H. Kemp, with assault and occasioning grievous bodily harm. The case was remanded pending the discharge of Li Kan from hospital.

The Japanese in Hawaii have decided to do some boycotting themselves in the boycott campaign which has sprung from the *Yokohama Affair* incident. The Japanese are the chief fishermen there and they will all be asked to look after the fish which are caught and sold with the same care.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

FOREIGN LOANS.

BOARD OF REVENUE'S APPROVAL REQUIRED.

[By courtesy of the "Sheung Po"]

Peking, 30th July.

The Board of Revenue has decided that, in future, no foreign loans can be contracted without the approval of the Board having been first obtained.

FRANCE AND CHINA.

FRENCH DEMANDS RESISTED.

[By courtesy of the "Sheung Po"]

Peking, 30th July.

The French Minister in Peking has demanded certain railway concessions in Shansi.

The Waiwupa has strenuously opposed those demands.

TANG SHAO-YI.

VISIT TO AMERICA POSTPONED.

[By courtesy of the "Sheung Po"]

Peking, 30th July.

H. E. Tang Shao-yi, who has been appointed on a special mission to America, to return thanks for the remission of the Boxer indemnity, is unable to proceed at present.

His Excellency will be required at the capital to welcome the Dalai Lama with whom he will confer on matters of State relating to Tibet.

The departure has been postponed to the 9th or 10th moon.

[Reuters.]

Opium in Hongkong.

LONDON, 29th July.

In the House of Commons, Col. Seely, Under Secretary of State for the Colonies, referring to the criticisms of the Government's action in regard to the opium question in Hongkong, said that the Government did its best to get the views of those conversant with the questions here, but it was quite impossible to get anything like reasoned opinions from the authorities in Hongkong before the announcement of the Government's policy, in the carrying out of which the Government would act throughout with the advice of the Governor of that Colony. He trusted to be able to satisfy the House that the best opinion in Hongkong, and that of the Governor's, coincided with the Government's.

Turkey.

Later.

The Sultan has taken the oath of allegiance to the Constitution in the presence of the Sheikh-ul-Islam, swearing on the Koran. The Turkish Parliament has been convened for the 1st November.

Old-Age Pensions.

The House of Lords has adopted the amendment of Lord Cromer on the Old-Age Pensions Bill, limiting its operation to seven years, on the ground of the liability entailed on the country.

The U. S. Presidency.

At the Chicago Convention, Hearst's Independence Party nominated Mr. Higen of Massachusetts for the Presidency in opposition to Mr. Bryan and Mr. Taft.

OUR correspondent writes on 30th inst.:—The Japanese Consul at Canton yesterday communicated with the Viceroy to the effect that the boycott of Japanese articles in Canton has not as yet shown any signs of subsiding, and the agreements of the different guilds on the boycott remain in force. The Consul asked the Viceroy again to devise means to suppress the hostile feeling against the Japanese. The Japanese Consul will call on the Viceroy to-morrow at 10 o'clock and it is supposed that the purpose of his interview with the Viceroy will be to the same effect.

THE total output of sugar in Formosa from November to May last amounted to 109,61,355 kins, including 75,67,385 kins of crude sugar, 32,796,850 kins of molasses, and 3,27,126 kins of white sugar. Adding about 400,000 kins for June, the total output for the season reaches 110,000,000 kins in round figures. During the period mentioned, 23,044,630 kins of sugar was exported from Amoy and 6,193,200 kins from Takow, representing 29,237,830 kins in value. When this is added to the 80,762,170 kins of sugar exported from Amoy and Takow in 1907, the total value of the sugar exports for the season reaches 2,981,130 kins, of a value of 18,411,130 kins.

Interport Polo.

SHANGHAI TO PLAY HONGKONG.

TEAM EXPECTED NEXT WEEK.

An innovation in the way of interport rivalry will be introduced on Saturday, 8th August, when a team of polo players, representing Shanghai, will play a team representing Hongkong on the polo ground at Causeway Bay.

The ponies which will be used by the Shanghai players are expected to arrive in Hongkong by the steamer *Hongkong* on Monday, and will be looked after at Kennedy's Stables, pending the match.

According to the information which we have received the representatives of the Northern settlement will comprise: Mr. Keylock, V. S. to the Shanghai Horse Bazaar, Mr. A. W. Burkill, Col. Bruce and Mr. Davis. All of these gentlemen are well known as exceedingly skilful and resourceful players, and are well qualified to uphold the reputation of Shanghai on the polo field. The ponies are known to be fast and well trained, so that from the Shanghai side a capital exhibition is anticipated.

Hongkong will be represented by a team picked from the members of the polo club and regimental players in the Colony. There are many clever riders in Hongkong, gifted with a sure eye, and a strong wrist, necessary to insure a strong tussle for the mastery, and it will be curious if the local team does not make matters warm for the visitors, notwithstanding the latter's known capabilities.

As this is the first interport polo match which has been arranged between Hongkong and Shanghai, there is certain to be much interest displayed in the contest, and the eighty minutes should prove full of excitement for the spectators.

THE "TENYO-MARU" AT SAN FRANCISCO.

CAPTURES THE PACIFIC BLUE RIBBON.

San Francisco, June 30.

Flying the Japanese flag, the new turbine liner, *Tenyo-maru*, of the Toyo Kisen Kaisha Steamship Company, the fastest and most elegantly appointed steamer that ever crossed the Pacific, came in through the Golden Gate yesterday at noon, and when she swung haughtily at anchor off Meigs wharf had marked an epoch in maritime history.

The *Tenyo-maru*, which has broken the Pacific record for speed, is the first turbine passenger steamer to enter this port. Four days, 18 hours and 50 minutes was her speed from Honolulu, at an average rate of eighteen and one-quarter knots an hour. The Pacific Mail steamer *China*, a smaller vessel, had previously held the record from Honolulu to San Francisco, her time being 5 days and 1 hour. From Yokohama to Honolulu the time of the *Tenyo-maru* was 8 days and 5 hours, at an average speed of seventeen and one-quarter knots an hour. Here, too, the *Tenyo-maru* broke the record held by the *China*, which was 8 days and 8 hours.

This is the *Tenyo-maru's* maiden voyage, and more is expected of her by Captain Philip H. Going and her Japanese owners on the trips she will make in the future between San Francisco and the Orient. According to the officers of the handsome new liner, the time would have been six hours less had it not been for strong head winds and a thick fog encountered off the coast.

The *Tenyo-maru* brought 145 cabin passengers, twenty-one in the steerage and eight Asiatics. The cargo aggregated 4,818 tons, including 2,000 bales of raw silk, 4,300 rolls of mending and 380 boxes of tea. The freight was entirely from Japanese ports.

She black paint on the bow and sides of the steamer was flaked off in many places and the silver coating beneath appeared, showing the action of the water as the speedy craft cut her way across the Pacific. Owing to slack water the liner was unable to make a dockage at the Mail dock, and the passengers were taken off in the tug *Redfish* and *Feather*. At high water the *Tenyo-maru* had no difficulty in tying up to the wharf.

On the trip the passengers revelled in the conveniences which make the *Tenyo-maru* the handsomest craft in the Pacific, and Captain Going and Purser Goodrich were cheered lustily when the passengers disembarked. The *Tenyo-maru* is equipped with turbine engines of the type which gave such wonderful speed to the British liners *Mauritania* and *Luftania*. She has six decks, a nursery, gymnasium, and many of the conveniences found on Atlantic liners.

Messrs. Workman and Clark, Belfast, have launched the 6,000 tons steamship *Tera* for the Ocean Steamship Company, Liverpool, being the first of two vessels under construction in Belfast shipyard for Messrs. A. Holt and Company's Far Eastern trade. The *Tera* is 430 feet long, and, while accommodation is provided for saloons and steerage passengers on the boat deck and fore-castle respectively, the after end of the main deck has been set apart for emigrants or Chinese pilgrims. It is a new ship, the fact that this is the seventeenth vessel built by this firm for the Ocean Steamship Company.

A DIRECTOR of the Japan Sugar Refining Company repudiates a recent report that the company was negotiating incorporation with the Oriental and Enshi (Formosa) Sugar Refining Companies. The director declares that the company has not the slightest idea of incorporating with the companies mentioned, which have not commenced their operations. An auditor of the Japan Sugar Refining Co., who visited Formosa, and inspected the company's factory there, on his return to Tokyo, disposed of about 3,000 shares held by him at about ¥10 each and purchased some 7,000 shares of the Oriental and Enshi Sugar Refining Companies. This may have given rise to the rumour related to.

ALARM AT WUCHOW.

RISE OF THE RIVER THREATENED.

At 8.30 p.m. yesterday the alarm gongs were sounded by all the district watchmen and the alarm bells proclaimed, by order of the Tao-tai, that "A telegram arrived from Nanchang that the river had risen 25 feet in a few hours." As the river here, on reception of the telegram, stood at 38 feet, all the people living on the lower levels at once moved out. The whole night the streets and riverfront were in an uproar, and people were trying to remove all their belongings.

The water has risen 12 feet and stands at present at 50, but is rising slowly. As it is not a freshet it can only be explained that during the last ten days heavy rain has fallen all over the province.

The price of rice rose at once one dollar a picul and will probably keep on rising with the river. Half the population are out on the riverfront watching the river, praying and burning crackers to propitiate the gods.

TIGER MISSING IN HONGKONG.

STRANGE DISAPPEARANCE OF A MAN-EATER AND A YOKI.

One of the tigers, which was being exhibited at West Point, and whose performing abilities were highly appreciated by large and enthusiastic audiences, has made a strange and unaccountable disappearance. The curious parts of the *Yoki*, who is known to have been on friendly terms with Stripes, has also disappeared. Whether the man-eater is by now outside the *Yoki*, having celebrated the jungle new year, is not known definitely at present. All that is known, however, is that the Police is looking for both tiger and man. Events are eagerly awaited.

THE TRANS-PACIFIC TRADE.

BLUE FUNNEL MAY NOT RENEW CONTRACTS.

The steamship companies and affiliated railroads of the United States engaged in trans-Pacific trade are petitioning for an amendment of the tariff governing the railroad and steamship propositions of rates in the trans-Pacific trade, and the Pacific Marine Bureau, which publishes the text of the petition in full, in its current issue, states: "It is public knowledge, and beyond controversy, that the commercial and shipping interests of the Pacific coast have suffered a severe blow in trans-Pacific traffic; in fact, that very traffic is threatened with actual extinction as the result of the ruling of the railroads, compelled thereto by the interstate commerce commission, that they would not quote export rates less than their domestic rates, a practice prevailing throughout the civilized world, as exemplified by Germany, one of the greatest industrial competitors of the United States, and in consequence of which there has been a large decrease in the volume of trans-Pacific export commerce."

"Now follows the ruling, under discussion of the interstate commerce commission, which, if enforced, will undoubtedly compel the railroads to protect their domestic rate by either quoting proportioned rates that are prohibitory or retiring from the business altogether by declining to publish proportional rates, in which case it will be impossible, in our opinion, for the present class of American steamers to exist upon the Pacific ocean, and the Oriental trade (other than local flour and lumber traffic)—that is to say, the small portion thereof that will not be diverted in consequence to the Suez canal route—will undoubtedly be turned over to the high-powered subsidized passenger steamers under the Japanese flag and to tramp steamers of all nationalities."

"We pause, however, to remark that, as we have persistently maintained, since the Russian-Japanese war, the Japanese nation has fallen so deeply into debt and is so tax-ridden that there is grave doubt whether the Japanese steamship companies even supported as these are by the influence and subsidization of the Japanese imperial government, can very much longer continue these expensive steamship services in the trans-Pacific trade, particularly under existing conditions of extreme competition, low freights and a general demoralization, since the Japanese nation is gradually getting deeper into debt, a position which they at last realize and from which they are now making extraordinary efforts to extricate themselves. Should the Japanese nation, therefore, be unable to continue these expensive steamship services and should the interstate commerce commission and other restrictive influences compel the suspension of our present American trans-Pacific steamship lines, upon what can our manufacturers and merchants depend except the sailings of independent tramp steamers, so-called. The regular British trans-Pacific steamship services, such as *Alfred Holt & Co.*, and the *Andrew Weir* Steamship lines already complain that this new ruling of the interstate commerce commission will practically make traffic agreements valueless and already express indifference as to their continuation and renewal."

"This, we repeat, is a position of the greatest consequence, and of most serious moment to the commercial interests of the Pacific coast, and we appeal to the daily press throughout the Pacific Northwest, to the chamber of commerce and other commercial bodies concerned, to bankers both on this coast and in the Orient, the negotiability of shipping documents and through bills of lading being hereby seriously affected, to our Pacific coast members of Congress, and to all concerned, asking them to forget all petty interport strife and jealousy; to unite and press against this ruling of the interstate commerce commission, a ruling which threatens to dissipate and efface in Oriental commerce with which the present peace and future of the Pacific ocean is so closely connected and which throughout the world has been the mainstay of the Pacific coast."

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week Messrs. E. S. Kadoorie & Co. write on 31st inst.:—

During the past week under review, little or no improvement in the volume of business in our share market has to be recorded, and rates generally close quiet.

Banks.—Hongkong and Shanghai Banks have maintained their position, and at the close buyers prevail at \$770. The London rate has suffered a further decline to £79.

Marine Insurances.—Cantoners are easier at \$220, and Unions at \$75. There are buyers of both North China and Yangtzes at quotations.

Fire Insurances.—China Fires are easier at \$524, while Hongkong Fires have inquiries at \$315.

Shipping.—Hongkong, Canton and Macao Steamboats are slightly firmer at \$39. In their report for the half year ending 30th June last, the Directors of this Company state, that after paying running expenses, salaries, premia of insurance, repairs and all other charges, there remains, including \$16,437.01 brought forward, from last account, the sum of \$15,905.84 at credit of profit and loss account. From this amount, they recommend that a dividend for the half year of \$4 be paid to shareholders, absorbing \$100,000; the sum of \$10,000 be written off the book value of steamers; \$3,500 be written off wharves and properties; \$12,500 be transferred to depreciation and insurance fund; \$10,000 to special repairs fund; and the balance of \$17,755.84 be carried forward to new account. Shell Transporters have declined to 43/6 without business to report, while Star Ferries, old and new, are on offer at quotations.

Refineries.—China Sugars continue quiet at \$13. Perak Sugars have buyers in the North at the reduced rate of 11s. 9d.

Mining.—Chinese Engineerings are an easier market at 11s. 15d. Raubs are neglected at \$7. Docks, Wharves and Godowns.—Whampoa Docks have shown a slight improvement on last week's quotation and can be sold at \$105. It is officially notified that, subject to audit, the directors of this company will recommend at the forthcoming meeting of shareholders, a dividend of \$4 per share (8 per cent); pass \$50,000 to special account, write off Kowloon and Cosmopolitan Docks, the sum of \$70,000, and carry forward about \$18,000. Sales of Shanghai Docks have been effected at 11s. 5d. Hongkew Wharves have further declined to 11s. 10d. We learn that an interim dividend of 11s. 4 per share has been declared for account of 1908.

Land, Hotels and Buildings.—Hongkong Lands are weaker at \$4 ex the interim dividend of \$34 per share paid on the 29th instant. Kowloon Lands have strengthened to \$27. West Point can be obtained at \$16 ex the interim dividend of \$1 per share paid on the 29th inst. Shinghai Lands are in demand in the North at 11s. 11d.

Cotton Mills.—Ewans are firmer at 11s. 6 1/2d. In other stocks under this heading we have no business to report, and the rates for them are unaltered.

Miscellaneous.—China Boraxes are a shade easier at \$4 1/2, and Green Island Cements at \$10 1/2. Hongkong Cement have risen to \$135. Langkate have weakened to 11s. 5 1/2d, with sellers ruling the Northern market. Sumatras can be sold at 11s. 9d.

Exchange.—The banks selling rate on London is 19/9/6 on demand. The T. & F. rate on Shanghai is 7 1/2d.

Dividends Payable.—Steamboats. Interim of \$4 for account 1908, payable on the 11th August. Whampoa Docks. Interim of \$4 per share for account 1908, payable on the 24th August. Hongkong and Shanghai Banks. Interim of 1/2 for first half year, Hongkew Wharves. Interim of 1/4 for account 1908.

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To-day's Advertisements.

WANTED TO LET.

4 or 5 ROOMED HOUSE in McDonnell or Kennedy Road, or neighbourhood. From 1st September.

J. N. C/o Hongkong Telegraph. Hongkong, 31st July, 1908. [718]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW. THE Company's Steamship

"HAICHING."

Captain Rasmore, will be despatched for the above Ports, on TUESDAY, the 4th August, at 2 o'clock P.M.

A Reduction of 20% on First Class Fares to Foochow will be made during the Months of July, August and September.

For Freight or Passage, apply to: DOUGLAS L. PRAIR & Co., General Managers. Hongkong, 31st July, 1908. [717]

PUBLIC AUCTION. THE Undersigned have received instructions to sell by

PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON

THURSDAY, the 6th August, 1908, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

SUNDRY VALUABLE HOUSEHOLD FURNITURE,

Comprising:—

TAPESTRY-COVERED DRAWING ROOM SUITE, TEAKWOOD SIDEBOARD with BEVELLED GLASS, DINNER WAGGONS, TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE TOP WASHSTANDS, SINGLE and DOUBLE IRON and BRASS BEDSTEADS, OVERMANTELS, DINNER SERVICES, GLASS, CROCKERY and E.P. WARE, ENGLISH-MAKE EXTENSION DINING TABLE, PICTURES, CARPET, and RUGS, &c., &c.

ALSO A Quantity of JAPANESE CREPE SHIRTS.

Catalogues will be issued. TERMS—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 31st July, 1908. [719]

NORTHERN PACIFIC LINE

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bill of Lading to all Overland Common Ports in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamer Tons. Captain. Sailing date 1908.

Severic 6,232 .. Shotton .. On 1st Aug.

Kametic 6,232 .. Cowley .. On 19th Aug.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queens Buildings. Hongkong, 31st July, 1908. [19-20]

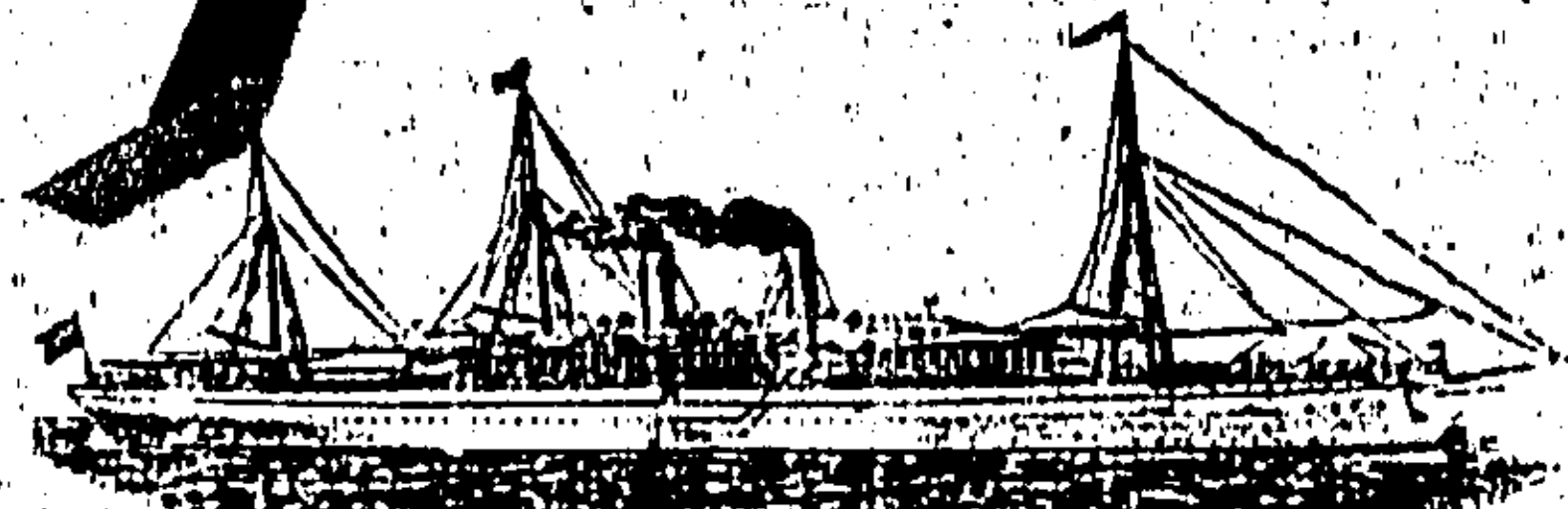
JAPAN'S TRADE WITH CHINA.

THE DIFFICULTIES OF CHINESE MERCHANTS IN KOBE.

The *Osaka Asahi* states that as the result of the long continued depression of the trade with China, due mainly to the low price of silver, the Chinese and Japanese merchants concerned in the trade are in a position of great difficulty. Lately Mr. Mak Shio Peng's firm was in difficulties, and there are many Japanese merchants who are practically on the verge of disaster. The trade with China has recently shown some tendency to improve, but the silver quotation is still low and extreme dullness prevails. Consequently, many Chinese merchants who have just managed to keep their heads above water up to the present are now in an almost hopeless position. Two firms, Chen Kee, No. 57, Kobe, and Tei Lung, No. 120, have failed, and it is rumoured that a number of the proprietors of Chinese firms have proceeded to Shanghai with a view to collecting funds and settling the creditors to postpone payment.

These rumours have, says the *Asahi*, given rise to much anxiety among native and foreign traders. Usually the failures of Chinese merchants are due to speculation, but on the present occasion the trouble is attributable to the continued trade depression and is likely to spread from the smaller firms to those of more importance. The two firms reported above to have failed were small ones, Chen Kee having a capital of ¥50,000 and Tei Lung of ¥50,000, but if the existing conditions continue it is feared that the bigger merchants will be affected. The persons having business relations with these Chinese firms are said to be endeavouring to assist them in order to prevent an extension of the trouble. Most of the Chinese firms which are in difficulty are

Shipping—Steamers.

PACIFIC RAILWAY COY'S
MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific, is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

13 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"GLENFARG"	3,700	SAURDAY, Aug. 8th	Sept. 6th
"EMPEROR OF INDIA"	6,000	SATURDAY, Aug. 15th	Sept. 5th
"EMPEROR OF JAPAN"	6,000	SAURDAY, Sept. 5th	Sept. 26th
"LENNOX"	3,700	FRIDAY, Sept. 11th	Oct. 10th
"EMPEROR OF CHINA"	6,000	SATURDAY, Sept. 26th	Oct. 17th
"MONTEAGLE"	6,163	SAURDAY, Oct. 3rd	Oct. 29th

S.S. "LENNOX" and "GLENFARG" re Freighters only and do not carry Passengers. "EMPEROR" steamships depart from Hongkong at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Pacific "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways..... £40. " " £45

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canada in Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to W. ORADDOCK, General Traffic Agent for China, &c., Corner Paddar Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For Steamship	On
S'GAPORE, PENANG & CALCUTTA CHOYSANG	SATURDAY, 1st August, Noon
TIENSIN	CHONGSHING, WED'DAY, 5th Aug, Noon
SHANGHAI	HONGSANG, WED'DAY, 5th Aug, 4 P.M.
MANILA	YUENSANG, FRIDAY, 7th August, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	FOOKSANG, FRIDAY, 14th August, Noon
& MOJI	

RETURN TOURS TO JAPAN.

The steamers "Kaitang," "Namang" and "Fookang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang For Freight or Passage, apply to

JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61.
Hongkong, 31st July, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HOIHOW & HAIPHONG	"SINGAN"	1st Aug, 10 A.M.
TSINGTAU, CHEFOO & NEWCHWANG	"NANOHARG"	1st " 4 P.M.
SWATOW & SHANGHAI	"KANSU"	1st " "
SAMARANG & SOURABAYA	"SHANTUNG"	1st " "
AMOY, MANILA, CEBU & ILOILO	"SUNGKIANG"	3rd " 2 P.M.
WEIHAWEI, CHEFOO & TIENSIN	"KUEIHOW"	3rd " 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN	"TAIYUAN"	3rd " "
WIN & other AUSTRALIAN PORTS	"CHIELI"	4th " daylight.
AMOY & CHINKIANG	"HANGHOW"	3rd " "
HOIHOW & HAIPHONG	"CHIELI"	4th " daylight.
MANILA	"TAMING"	4th " 4 P.M.

MANILA and TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.
Hongkong, 31st July, 1908.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI	2540	Almond	MANILA	SATURDAY, 1st August, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 8th August, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 31st July, 1908.

Shipping—Steamers.

NIPPON YUSEN KAISHA.
EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

THE Co's Newly Built Passenger Steamer

"KAMO MARU"

(Tons 9,000 gross reg., Captain F. L. Schirmer), will be despatched as above on WEDNESDAY, 11th August, at Daylight.

Every known comfort provided on-board for travellers. First class state-rooms amidships comprising ordinary Two Berth Cabins, Single Berth Cabins and Full Suite. Elegant Dining Saloon; Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewards. Unexcelled service.

Cheapest passage rates to Europe and around-the-world. For further particulars apply to NIPPON YUSEN KAISHA.

Hongkong, 13th July, 1908.

665

HONGKONG-NEW YORK.

AMERICAN-ASIATIC
STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at the MALABAR COAST.)

S.S. "MONTROSE".....On 11th August, 1908.

For freight and further information, apply to

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 14th July, 1908.

666

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"MARMORA"

Captain G. H. C. Weston, R.N.R., carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 8th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Himalaya," 7,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Marmora," due in London on 20th September, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Values of all Packages are required.

For further Particulars, apply to F. J. ABBOTT, Acting Superintendent.

Hongkong, 25th July, 1908.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR"

Capt. A. Stewart, will be despatched for the above Ports on TUESDAY, the 4th proximo, at 3 P.M.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 30th July, 1908.

"SHIRE" LINE OF STEAMERS, LTD FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship

"FLINTSHIRE"

will be despatched for the above Ports on or about the 23rd August, 1908.

For Freight or Passage, apply to SHEWAN TOMES & CO., Agents.

Hongkong, 18th July, 1908.

STEAM TO CANTON.

"KWONG TUNG".....Capt. E. W. WALKER. "KWONG SAI".....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabin.

Passage Fare—Single Journey.....\$4. Meals.....\$1.35 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YDEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 21st July, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
"Suvaric"	6,232	Shotton	1st Aug.
"Kameric"	6,232	Cowley	19th Aug.
"Shawmut"	9,606	Roberts	12th Sept.
"Trimont"	9,606	Garlick	6th Oct.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COOKING, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "Shawmut" and "Trimont" are fitted with very superior accommodations for first and second class passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

* Steerage Passengers only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 25th July, 1908.

COMPAGNIE DES MESSEGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"YARRA," Captain Sellier, will be despatched for the above Ports on MONDAY, the 3rd August.

For Freight or Passage, apply to P. NALIN, Acting Agent.

Hongkong, 27th July, 1908.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR," Captain S. H. Belsion, will be despatched for the above Ports on TUESDAY, the 4th August, at Noon.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 28th July, 1908.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin and Queensland Ports; and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN," Captain McArthur, will be despatched as above on THURSDAY, the 20th August, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 30th July, 1908.

HONGKONG AVERAGE MARKET PRICES.

Corrected 24th July, 1908. per 5 lbs.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Sirloin—Ngau Lau

" Sausages—Ngau Yuk Chaung

" Bullock's Brains—Know..... per set

" Tongue fresh—Ngau Li..... each

" Corned—Ham Ngau Li.....

" Head—Ngau Tau

" Heart—Ngau Sum.....per lb

" Hump, Salt—Ngau Kin

" Feet—Ngau Keok.....each

" Kidneys—Ngau Yiu.....

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To.....

" Calves' Head and Feet—Ngau-chai-tan-koek.....set

" Mutton Chop—Yeung Pak Kwat.....

" Leg—Yeung Poi

" Shoulder—Yeung Shau

" Figs' Chittings—Chi cheung.....

" Brains—Chi Know.....per set

" Feet—Chi Keok.....

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum.....each

" Kidneys—Chi Yiu.....pair

" Liver—Chi Kon

" Pork Chop—Chi Pak Kwat

" Corned—Ham Chu Yuk

" Leg—Chu Poi

" Fat or Lard—Chu Yau

" Sheep's Head and Feet—Yeung Tau

" Keok.....set

" Heart—Yeung Sum.....each

" Kidneys—Yeung Yiu.....

" Liver—Yeung Con.....

" Sucking Pigs, To Order—Chu Chai.....

" Suet Beef—Sung Ngau Yau

" Mutton—Sung Yeung Yau

" Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

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SCIENCE IN CONDENSED FORM.

In 1870 the population of Manitoba was 17,000; to-day it is 400,000.

Englishmen of Mid-Devon have organized to wage a war on wood pigeons.

The departing guest at a Japanese hotel always receives a gift, usually a towel.

A Montreal grain merchant recently sent an inquiry to London by the wireless system and received an answer in less than two hours.

The fishhook cactus is the compass of the desert, for it always points to the south.

The Clyde shipbuilding yards produced 500 vessels during 1907, as compared with 372 the previous year.

German children convicted of serious offences numbered, in 1905, 48,651; in 1906, 57,237, and in 1907, 55,316.

A young inventor of Lyons, France, is said to have solved the problem of the transmission of electrical energy without the use of wires.

The estimated cost of the Roosevelt dam, which is part of the "alt river irrigation scheme," has been cut down by \$1,000,000 by the establishment of a government cement mill on the spot.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	1/9 1/2
Do. demand	1/9 1/2
Do. 4 months' sight	1/9 1/2
France—Bank T.T.	2 1/2
America—Bank T.T.	43 1/2
Germany—Bank T.T.	18 1/2
India T.T.	15 1/2
Do. demand	15 1/2
Shanghai—Bank T.T.	74 1/2
Singapore—Bank T.T. per H.K. \$100	77 1/2
Japan—Bank T.T.	88 1/2
Java—Bank T.T.	17 1/2

Buying.

6 months' sight L/C.	1/9 1/2
6 months' sight L/C.	1/9 1/2
6 months' sight L/C.	1/9 1/2
6 months' sight L/C.	1/9 1/2
6 months' sight L/C.	1/9 1/2
6 months' sight L/C.	1/9 1/2
6 months' sight L/C.	1/9 1/2
6 months' sight L/C.	1/9 1/2
6 months' sight L/C.	1/9 1/2
6 months' sight L/C.	1/9 1/2

SHIPPING AND MAILS.

French (Yarra) 3rd prox.

Indian (Fookang) 4th prox.

The Imperial German Mail s.s. *Kleist*, which left here on 2nd inst., at 8 p.m., arrived at Genoa yesterday, at 1 p.m.

The Imperial German Mail s.s. *Manila* left Sydney yesterday p.m., and may be expected here on 31st prox.

The J. C. S. N. Co's s.s. *Fookang* left Calcutta for this port via the Straits on 29th inst., and may be expected here on about 14th prox.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 31st at 12.25 p.m.—The barometer has fallen moderately over the S. coast of China, Formosa and Luzon, and risen slightly on the E. coast of China.

The typhoon in the Pacific appears to be situated to the N.E. of Luzon, and to be moving towards N.W.—The observations from the Loochoos are, however, lacking. There may be a second centre to the N.W. of Luzon, but at present it is only faintly indicated by the observations available.

Telegraphic communication between the Observatory and Hongkong is interrupted.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, Variable N.E. winds, light or moderate; fair.

2.—Formosa Channel, N.E. winds, freshening.

3.—South coast of China between Hongkong and Lamook, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.

Chunsiang, Br. s.s., 1,418, W. F. Fawer, 30th July, from Probolinggo (Java) 21st July, Sugar, M. & Co.

Taming, Br. s.s., 1,160, A. Somerville, 31st July, from Manila 28th July, Gen. B. & S.

Glenfarg, Br. s.s., 3,711, H. W. L. Holman, 31st July, from Vancouver, B.C. 2nd July, and Shanghai 18th July, Gen. C. P. R. Co.

Kiang Ping, Ch. s.s., 1,221, H. Udden, 31st July, from Wuhu and Chinkiang 23rd July, Rice and Groundnuts—Kwong Mao Woo.

Aphrodite, Br. s.s., 2,325, J. W. Smith, 31st July, from Muroran (Japan) 21st July, Coal—D. & Co., Ltd.

Clearances at the Harbour Office.

Tjibodas, for Batavia.

Namania, for Keelung.

Kiang Ping, for Canton.

Haiman, for Swatow.

Kaim, for Swatow.

Loongiang, for Manila.

Havel, for Kwong-chow-wan.

Seirid, for Bangkok.

Departures.

July 31.

Namania, for Portland, Or.

Loongiang, for Calcutta.

Myer's, for Shanghai.

Myer's, for Haiphong.

Myer's, for Haiphong.

Myer's, for Haiphong.

Myer's, for Haiphong.

Myer's, for Haiphong.

Myer's, for Haiphong.

Myer's, for Haiphong.

Myer's, for Haiphong.

Maurang, for Sandakan.

Loongiang, for Manila.

Namania, for Keelung.

Ailasa, Br. cutter, for Singapore.

Passengers arrived.

Per Taming, from Manila—Mr. and Mrs. O. Bates, Messrs. Max. Ruester's Capt. Toot. I. Owen, Mrs. Owen and infant, Capt. Lindberg, Mr. A. V. Lindberg, Mrs. Josephine Finckh, Miss Francisco Bonoin, Messrs. W. M. A. Jameson, J. Margello, D. Prieto, M. Michel, E. Erlich and Albert Stopt.

Shipping Reports.

Sir. Chunsiang, from Probolinggo (Java)—Weather fine.

Sir. Aphrodite, from Muroran—Moderately fine weather throughout.

Sir. Taming, from Manila—Moderate N.E. winds, fine, cloudy.

Sir. Kiang Ping, from Wuhu, &c.—Gentle monsoon and fine weather throughout the voyage.

VESSELS IN PORT.

Steamers.

Amigo, Ger. s.s., 77, Frazer, 30th July, Haiphong and Hoibow 29th July, Gen. B. & Co.

Arratoon Apar, Br. s.s., 2,011, A. Stewart, 30th July, Calcutta via Penang and Singapore 22nd July, Gen. D. S. & Co., Ltd.

Asia, Br. s.s., 4,075, Harry Gaultier, 19th July, San Francisco 23rd June, via Honolulu 20th, Yokohama 11th, Kobe 13th, Nagasaki 14th, and Shanghai 17th, Mails and Gen.—O. & O. S. S. Co.

Barr, Br. s.s., 2,421, Watte, 24th July, New York, 14th May, and Durban 28th June, Case Oil—S. O. Co.

Bellerophon, Br. s.s., 5,727, T. Bartlett, 30th July, Liverpool 20th June, and Manila 27th July, Gen. B. & S.

Borneo, Ger. s.s., 1,344, F. Sembill, 28th July, Sandakan 23rd July, Gen. M. & Co.

Chihli, Br. s.s., 1,191, J. Warrack, 27th July, Haiphong, 22nd July, Pakhoi 24th, and Hoibow 26th, Rice and Gen.—B. & S.

Courfield, Br. s.s., 4,897, J. Wileman, 25th May, Moji 20th May, Coal—M. B. K.

Daijin Maru, Jap. s.s., 900, I. Sakurai, 30th July, Tamsui via Amoy and Swatow 29th July, Gen.—O. S. K.

Dakotah, Br. s.s., 2,593, Ross, 24th July, from San Francisco, Bulk Oil—S. O. Co.

Gregory Apar, Br. s.s., 2,961, S. H. Belsom, 26th July, Moji 21st July, Coal and Gen.—D. S. & Co., Ltd.

Hangchow, Br. s.s., 999, Mawley, 30th July, Canton 29th July, Gen.—B. & S.

Ioveran, Br. s.s., 2,853, Marshall, 30th July, Newcastle 11th July, Coal—A. K. & Co.

Keong Wai, Ger. s.s., 1,115, J. Kohler, 23rd July, Bangkok 16th July, Rice—B. & S.

Kohsichang, Ger. s.s., 1,792, C. Rositsky, 26th July, Bangkok 19th July, and Hoibow 25th, Rice—B. & S.

Laertes, Br. s.s., 1,340, H. C. D. Frampton, 25th July, Saigon 21st July, Gen.—W. Fat Sing.

Liangchow, Br. s.s., 1,212, H. Harder, 6th July, Canton 5th July, Gen.—B. & S.

Loosok, Ger. s.s., 1,020, G. Schultzen, 30th July, Bangkok 23rd July, Rice and Gen.—M. & Co.

Manche, Fr. s.s., 1,010, 24th July, Saigon 21st July, Rice—M. M.

Michael Jensen, Ger. s.s., 951, H. Bendixen, 29th July, Salina Cruz 16th July, Ballast—Eug. Hok Fong S. S. Co.

Mongolia, Am. s.s., 8,750, H. E. Morton, 27th July, San Francisco 30th June, Honolulu 6th July, Yokohama 18th, Kobe 20th, Nagasaki 21st, and Shanghai 21st, Mails and Gen.—P. M. S. S. Co.

Nerite, Dut. s.s., 1,493, Westers, 29th July, Saigon 24th July, Kerosine Oil—P. P. & Co.

Pongtong, G. s.s., 998, W. Bateföhr, 25th July, Bangkok 19th July, Rice and Meal—B. & S.

Prometheus, Nor. s.s., 1,023, O. Kornelissen, 9th July, Saigon 4th July, Rice—Aagaard, Thoresen & Co.

Ragnor, Nor. s.s., 1,220, Neilsen, 9th July, Swatow 8th July, Ballast—Aagaard, Thoresen & Co.

Reidar, Nor. s.s., 1,200, C. Stangebye, 12th July, Moji 5th July, Coals—M. B. K.

Rubi, Br. s.s., 1,619, R. W. Almond, 27th July, Manila 25th July, Sugar—S. T. & Co.

Shantung, Br. s.s., 1,833, Scott, 25th July, from Java, Sugar—B. & S.

Sigan, Br. s.s., 1,477, F. Jamieson, 21st July, Haiphong and Hoibow 28th July, Gen.—B. & S.

Solstad, Nor. s.s., 907, H. Melsom, 20th July, Haiphong 28th July, Rice and Gen.—A. R. M.

Standard, Nor. s.s., 992, H. N. E. 17th July, Singapore 10th July, Gen.—Wallen & Co.

Sungkiang, Br. s.s., 987, G. H. Pennefather, 29th July, Hoilo 25th July, Sugar—B. & S.

Suvaric, Br. s.s., 2,000, W. Shilton, 29th July, Yantai 29th July, Gen.—D. & Co., Ltd.

Taiwan, Br. s.s., 1,200, J. A. Martin, 31st July, Bangkok 16th July, Rice—Order.

Taiyuan, Br. s.s., 1,459, L. Dawson, 27th July, Sydney 4th July, and Manila 24th, Gen.—B. & S.

Telemachus, Br. s.s., 1,740, I. Williamson, 22nd July, Saigon 17th July, Gen.—W. Fat Sing & Co.

Wongkoi, Br. s.s., 1,115, W. Rehner, 28th July, Bangkok 18th July, Gen.—B. & S.

Yedo Maru, Jap. s.s., 3,117, Koshi, 29th July, Moji 23rd July, Coal—M. B. K.

Sailing Vessels.

Farang, Br. schooner, 85, Oliver, 7th July, Yap 31st May, Gen.—Mr. G. P. Lammert.

Juteopoli, Br. ship, 2,840, Stewart, 5th June, San Francisco 5th April, Case Oil—S. O. Co.

Steamers Expected.

Vessel	From	Agents	Date
Hangsang	Shanghai	J. M. & Co.	Aug. 1
Cheongshing	Tientsin	J. M. & Co.	Aug. 1
Yarra	Singapore	M. M.	Aug. 3
Arcoila	Singapore	M. M.	Aug. 3
Yawata Maru	Manila	N. Y. K.	Aug. 3
Bingo Maru	Japan	N. Y. K.	Aug. 3
Komano Maru	Japan	N. Y. K.	Aug. 3
Ichika	Singapore	C. & Co.	Aug. 3
Emp. of India	Calcutta	C. P. R. Co.	Aug. 6
Taiyo Maru	Japan	T. K. K.	Aug. 10
Fookang	Calcutta	J. M. & Co.	Aug. 14
Manila	Singapore	M. M.	Aug. 14

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCK.

Vessel	At	Where
Sorogon	at	Kowloon Dock
Courfield	at	Kowloon Dock
Cranley	at	Kowloon Dock
Charles Hardouin	at	Kowloon Dock
Sierstad	at	Kowloon Dock
Mancho	at	Kowloon Dock
Laisang	at	Kowloon Dock
Pert	at	Kowloon Dock
Amara	at	Kowloon Dock
Saachong	at	Kowloon Dock
Nanchang	at	Kowloon Dock
Lungchow	at	Kowloon Dock
Standard	at	Kowloon Dock
Honam	at	Kowloon Dock
Chihli	at	Kowloon Dock

The Ships Passed Canal.

3rd July—Ceylon, *Jeatic*, Ernest Simons, Pak Ling, Nyansa. 7th July—*Indrawati*, Bangkok, *Satima*, Prince Regent *Lutold*, *Sithoula*, *Shimur*, Yang Tse. 10th July—*Denbighshire*, *Sumatra*, *Yarra*, *Myrmidon*, *Priam*, *Tamba Maru*. 14th July—*Domid*, *Glancus*, *Prins Heinrich*, *Cathay*, *Kanagawa Maru*, *Glamorganshire*. 17th July—*Ambria*, *Idomeneus*, *Palma*, *Hector*, *Tonkin*, *Maduff*, *Yunnan*, *Bovaris*, *Selanga*, *Andalusia*. 21st July—*Benlawers*, *Candia*, *China*, (Aus) *Scandia*, *Glenducky*. 24th July—*Australien*, *Jason*, *Inaba Maru*, *Stander*, *Indrati*, *Verona*, *Sesep*. 26th July—*Brailia*, *Crewhall*, *Kleat*, *Palermo*, *Prometheus*, *Hakata Maru*, *Memoir*, *Derfingier*.

Arrivals at Home—3rd July—*Seneca*. 7th July—*Hitachi Maru*. 10th July—*Bombay Maru*, *Indien*, *Bulwer*, *Ernest Simons*, *Sikh*. 14th July—*Tudor Prince*, *Ping Sney*. 17th July—*Yang Tse*. 21st July—*Senegambia*, *Kanagawa Maru*, *Priam*. 24th July—*Glancus*. 28th July—*Denbighshire*, *Priam*, *Heinrich*, *Tonkin*. 29th July—*Poma*.

CHINA COAST METEOROLOGICAL REGISTER.

July 30th, 1908, a.m.

		Bar.	Th.	Hg.	Wind	W.	
Vladivostok	7	a.m.	29.50	67	99	SE	1
Namuro	7	a.m.					1
Hakodate	7	a.m.					1
Tokio	7	a.m.					1
Kochi	7	a.m.					1
Nagasaki	7	a.m.					1
Kigoshima	7	a.m.					1
Oshima	7	a.m.					1
Naha	7	a.m.					1
Shikokijima	7	a.m.					1
Bonin Is.	7	a.m.					1
Cheloo	6	a.m.	29.64	70	95	W	1
Wakayama	9	a.m.	29.70	73		W	2
Hakko	1	a.m.					0
Kurikane	9	a.m.					0
Shanghai	9	a.m.	29.76	91	77	W	1
Guatlat	11	a.m.	29.75	83	91	W	1
Sharp Peak	11	a.m.	29.75	83	91	SE	1
Amoy	6	a.m.	29.80	83	83	SE	1
Swatow	11	a.m.					1
Taiboku	1	a.m.	29.82			S	1
Taichow	11	a.m.	29.83			S	2
Kanton	11	a.m.	29.89			E	1
Koshu	11	a.m.	29.82			E	0
Poyatou	9	a.m.	29.83			E	0
Amoy	9	a.m.					0
Swatow	10	a.m.	29.81	83	75	WSW	1
Victoria Peak	11	a.m.					1
Gap Rock	11	a.m.					1
Macao	11	a.m.	29.83	85		E	1
Taibow	9	a.m.					1
Takhoi	8	a.m.					1
Phulio	8	a.m.					1
Todman	8	a.m.					1
St. James	6	a.m.	29.75	77		SW	1
Agassiz	6	a.m.	29.75	81	85	SW	1
Leparg	5	a.m.	29.72	75		SW	1
Agassiz	7	a.m.				SE	1
Barcelo	7	a.m.				SE	1
Joilo	11	a.m.	29.80	81		SW	1
Zebu	11	a.m.	29.79	85		S	1
Liban	11	a.m.	29.79	82			1

